Wagons for Salt Transporation

473. SHRI VITHALBHAI MOTIRAM PATEL: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the Gujarat Government has drawn the attention of the Railways regarding inadequate supply of railway wagons for transportation of salt;

(b) what was the demand of Gujarat for the year 1985 for transportation of salt;

(c) how many wagons have actually been supplied to Gujarat during 1985 against their demand; and

(d) what steps Railways propose to take to meet the demand for wagons for the purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Total demand during the period January to October 85 from Gujarat was of 91949 wagons (in terms of BG 4-wheeler).

(c) 69974 wagons were loaded with salt during the same period from Gujarat which is about 76 per cent of the demand.

(d) Supply of wagons have been stepped up for loading of salt from Gujarat region. The loading of salt was 4.2 per cent more in the current year as compared to the corresponding period of last year.

Inland Container Depot in Kerala

474. SHRI C. HARIDAS: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government propose to set up an Inland Container Depot in Kerala; and

(b) if so, what is its likely location and the expected expenditure together with the period for its completion etc.?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

Accidents involving G.T. Express

475. SHRI V. GOPALSAMY:
DR. SHYAM SUNDAR MOHAPATRA:

Will the Minister of TRANSPORT be pleased to state:

(a) how many times during the last three years the prestigious Grand Trunk Express met with accident together with the details thereof including the number of persons killed, injured accident-wise;

(b) what were the reasons therefor;

(c) whether it is a fact that coaches used/attached to GT Express are old and mechanically defective; and

(d) if not, what are the reasons that this train meet accidents frequently?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) During the last three years ending October, 1985, G.T. Express met with 3 accidents as detailed below:——

Date of accident	Section	Category	Cause	Casualty	
				killed	injured
16-9-1984	Bina-Bhopal	Collision	Human Failure	1	16
6-1-1985	Jhansi-Agra	Collision	Human Failure	1	27
27-10-1985	Bina-Jhansi	Derailment	Sabotage	..	2

(c) None of the above accidents was due to the failure of rolling stock. Mechanically defective coaches are not attached to the train. Before the start of the train from either and these rakes are subjected to intensive train examination and checked for fitness for running.

(d) Reasons given under (b) above.

Rajdhani Express between Madras and New Delhi

476. SHRI V. GOPALSAMY:
DR. SHYAM SUNDAR MOHAPATRA:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to introduce Rajdhani Express between Madras and New Delhi.

(b) whether any study has been conducted in this regard;

(c) if so, what are the details thereof; and

(d) if the answer to part (a) above be in negative, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) No Sir. But the Tamilnadu Express was introduced on the same pattern between New Delhi and Madras to provide a fast service on that route.

(d) Introduction of another train like Rajdhani Express between Madras and New Delhi is not feasible at the present moment on account of lack of high-speed coaches and diesel locos.

Bina-Itarsi Rail line

477. SHRI V. GOPALSAMY:
SHRI L. GANESAN:

Will the Minister of TRANSPORT be pleased to state:

(a) whether some funds have been allocated recently for the Bina-Itarsi Railway line in Central Railways; and

(b) if so, what is the detailed allocation made for the purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Bina-Bhopal-Itarsi is an existing double line section. Only Railway Electrification of this section has been approved in 1981-82 as part as part of electrification of Jhansi-Bina-Itarsi section for which funds of Rs. 5.35 crores have been allocated during the current financial year 1985-86.

Wagons required during 1985-86

478. SHRI V. GOPALSAMY:
SHRI L. GANESAN:

Will the Minister of TRANSPORT be pleased to state:

(a) the total number of estimated Railway Wagons required for the year, 1985 86;

(b) whether any orders have been placed by Railways for additional Railway Wagons;

(c) if so, what are the details thereof together with the firms with which orders have been placed;

(d) what was the original outlay in the plan for purchase of wagons;

(e) what is the likely expenditure now after additional orders; and

(f) how resources are being mobilised for this purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) About 20,000 wagons.

(b) Yes, Sir. About 7,000 wagons are proposed to be procured with the allotment of additional funds.